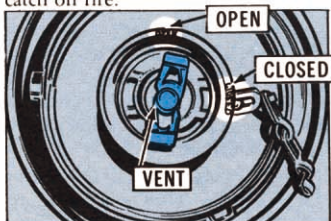
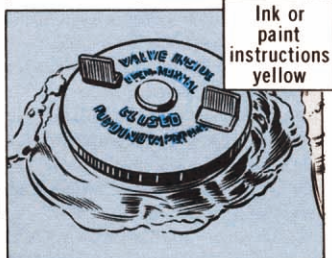


If you don't keep the fuel tank cap vent open when the M12A1 decon pump unit's running, you could make big problems.

Running the M12A1 with the vent closed causes a vacuum inside the fuel tank. That can cause the engine to quit. Worse, removing the fuel tank cap too fast could let in-rushing air force fuel out of the tank. If the gas spills on the engine, your M12A1—and you—could catch on fire.



The fuel tank cap vent stays open unless you're fording. To remind you to check the vent, highlight the instructions on the fuel tank with yellow ink or paint. ARRCOM Msg



DRSAR-MAD-AC 241430Z Feb 82  
OK's it.

NSN 7510-00-183-7698 gets you a pint of yellow marking ink.

M58 Smoke Generator...

## Erase Graphite Loss

Vibration can bounce open an unlocked hatch on the M58 smoke generator IR hopper. Then, when you're driving down the road, graphite starts blowing out of the hopper.

The solution is simple. During your before-operation PMCS, make sure the hopper hatch's locking pin in the crew compartment is in the upper hole. The pin often is left in the lower hole after the hopper is filled, but that lets the hatch come open.

As long as the locking pin is in the upper hole, the hatch can't open.

